

# AIRCRAFT FLYING HOUR MINOR MAINTENANCE PAYMENT RATES (EFFECTIVE 20 SEPTEMBER 2001)

HOURLY (Hobbs) REIMBURSEMENT RATE BY AIRCRAFT TYPE						
Type 1	Type 2	Type 3	Type 4	Type 5	Type 6	Type 7
\$22.00	\$30.00	\$32.00	\$42.00	\$47.00	\$51.00	\$62.00
C150/C152 J-3 CUB 7 AC 7 BCM 7 ECA PA38 BE77 Colt AA1B	C150/152 150HP C172 150-180HP C175 C177/C170 T41 150-180HP Cutlass PA11-18 PA22 125/150HP PA24-180 PA28 140-181HP AA5A/B BE19/23 Citabria 150 HP 7KCAB Kachina Maule 180 HP M20 180 HP Musketeer Scout Sport Sundowner Tobago Husky (180 HP)	C182/C180 C172XP Bonanza 225-260 Lake LA 4 Maule (M-5-235) Maule (M-5-210) Maule (MT-7-235) Meyers 200 A/B/C Mooney 201-252 M20 200HP Sierra PA28-200/201 PA32-260 PA 24-250 PA 28-235 Rockwell 112/114 Navion A T34 225HP T41 210HP BE 33 C172RG PA-25-235 Pawnee PA-28R-180 L-19	C210 C182RG C185 U206 Navion B/G/H PA24-400 Meyers 200D T34 285HP PA32R-300 PA32-301 Bonanza 285 Bonanza A36 BE35 Bonanza A35 C182-265 T182 Bellanca BL-17 C177RG	DH2 Beaver PA-32-RT-300T Cessna P210 TR182RG BE V35ATC T210 C182-350	Multiengine Aircraft 200HP or less per engine	Multiengine Aircraft 201-250HP per engine
						<b>Type 8</b>
						<b>\$74.00</b>
						Multiengine Aircraft Greater than 250HP per engine

## Notes:

1. Reimbursement rates have been established to encourage the use of economical, mission capable aircraft.
2. Aircraft fuel, lubricants and deicing payments are authorized for participation in Air Force assigned reimbursable missions and are in addition to the above rates (receipts required).
3. Corporate glider tow aircraft are reimbursed at the appropriate rate for their type classification. Reimbursement for non-corporate glider tows participating in the Cadet Programs Glider Flight Orientation Program will be based on the actual cost of the tow (receipts required).
4. Copies of receipts for all glider inspections, towing equipment (tow ropes and tow rings), and minor and major maintenance (major maintenance requires control number from NHQ CAP/LGM) should be submitted within 90 days to NHQ CAP/LGM for reimbursement. Tail number accounting principles must be followed for gliders just as they are for powered aircraft.
5. These rates apply to corporate-owned aircraft. Member-furnished aircraft add \$10 per hour for maintenance for types 1, 2, 3 and 4 and \$20 per hour for types 5, 6, 7 and 8.
6. Alaska and Hawaii will increase these aircraft rates by 15% to offset the higher cost of living in these areas.
7. To properly figure the reimbursement authorized, multiply the total number of hours flown times the rate allowed for the classification in which the aircraft properly resides to determine the amount reimbursed for aircraft minor maintenance. Add to the aircraft minor maintenance reimbursement, the total for actual fuel and oil expenses. The sum of these amounts shall, then be multiplied by 15% (for CD missions only) to determine the administrative fee reimbursement. Add the sum of the aircraft minor maintenance reimbursement plus actual fuel and oil expenses to the administrative fee reimbursement (if applicable) to determine the "total" reimbursement. If an aircraft is not listed in any of the categories, contact NHQ CAP/LGM at (334) 953-6032.